

## **APPENDIX 1**

### **ARCHAEOLOGICAL DATA RECOVERY PLAN FOR FEATURES ASSOCIATED WITH THE LOCKVILLE CANAL, DAM, AND POWERHOUSE NATIONAL REGISTER SITE, CHATHAM COUNTY, NORTH CAROLINA**

North Carolina Department of Transportation  
PROJECT R-2500

#### **I. INTRODUCTION**

##### Project Description

The North Carolina Department of Transportation (NCDOT) is currently working on a construction project to widen US 1 in Chatham and Lee Counties. The project involves the addition of two lanes to the existing two lane roadway, using existing right of way that had been purchased and largely cleared in the 1960's. The project also includes the construction of a new bridge over the Deep River and the Lockville Canal to carry the additional two lanes of traffic.

This is a state funded project with no Federal Highway Administration involvement. However, the U.S. Army Corps of Engineers has permit jurisdiction for the bridge structures over the Deep River. The right of way was examined during the planning stage for potential impacts to waters of the United States. No jurisdictional wetland impacts were identified along the project. Therefore it was determined that the project could be authorized under nationwide permit provisions. Specifically, the Deep River Bridge is authorized under Nationwide Permit No. 25 for Structural Discharges.

##### Background

An archaeological survey of the project area was conducted in 1991 by Kenneth Robinson, staff archaeologist with the Planning and Environmental Branch of NCDOT. Recommendations were made at that time to avoid archaeological resources associated with the Lockville Dam, Canal, and Powerhouse site, a property listed on the National Register of Historic Places. On April 1, the Planning and Environmental Branch was notified by the project inspector that construction of the project may have unexpected impacts on archaeological resources previously known but believed to be outside the impact area. Steps were taken immediately to notify the State Archaeologist in the State Historic Preservation Office and arrange an on-site inspection of the project area to evaluate the situation and determine a course of action to protect the

archaeological resources. No damage to any archaeological features had taken place.

### Consultation

After consulting with the contractor's representative and the NCDOT project inspector, the NCDOT archaeologist and an archaeologist from the Office of State Archaeology flagged off an area of concern for the contractor to avoid. This flagged off area included suspected structural remains under a low mound of dirt and rubble on the lower slope near the canal and a retaining wall, well, and related foundation remains of a large structure built on several levels on the hill slope.

The attached copy of correspondence with the State Historic Preservation Office describes the historic resources and the circumstances of their being encountered by the project (Attachment 1). The North Carolina Department of Transportation continued to closely consult with the SHPO while conducting test excavations and documentary investigations to confirm the nature and extent of the historic remains. These investigations confirmed the presence of foundation remains of several buildings identified as small commercial stores (in the location of area #1 in the attachment). The stone retaining wall and foundations have been positively identified as associated with a multi-level house structure that was built by a miller associated with the mills included in the National Register property. These findings were reported to the Corps of Engineers, along with a summary of the consultations with the SHPO to date.

### Significance

Because these features are closely related to the structures and features contained in the Lockville Canal, Dam, and Powerhouse site, forming with those features the nucleus of the Lockville community, the SHPO considers them to be eligible for the National Register under Criterion D. The NCDOT studied possible design modifications to avoid impacting as much of the site as possible. However, part of these features extend into the existing right of way and no feasible methods have been found to totally avoid all construction impacts. Therefore, continuing consultations with the State Historic Preservation Office have focused on a course of action to best preserve the historic resources. This Data Recovery Plan is the result of those consultations. The completion of the actions detailed in this Data Recovery Plan will result in No Adverse Effect upon the historic resources by recording and preserving the relevant information contained at the site.

## **II. SPECIFIC ACTIONS TO BE TAKEN**

### Clearing of Vegetation

In order to expose architectural remains and features, and allow access to the site for limited excavations, vegetation covering large parts of the site will be removed. This will require the cutting of small trees, brush, briars, and other vegetation, and mowing of ground level vegetation from areas within the right of way. Parts of the architectural ruins will be raked clean. The clearing will be sufficiently complete to identify major walls, foundations, and cultural features exposed on the surface.

### Identification of Ruins and Features

It is expected that most archaeological remains within the site are architectural features (retaining walls, structural walls, floors, foundations, etc.) associated with either the miller's residence or the commercial strip that faced onto the canal. The structural remains and features observed within the site will be identified and interpreted. Walls and foundations will be followed to their corners or end points. Smaller features will be isolated through clearing or excavation. Attempts will be made to locate structural features such as steps, paths, structural supports (piers, etc.) and drainage-diversion features. The possible presence of subsurface features will be tested using a tile probe. The ultimate goal will be to construct a comprehensive map of the ruins and adjacent hillside which comprise the threatened portion of the site and surrounding area.

### Mapping and Documentation of Ruins and Features

Once the major structural ruins and features are exposed and identified, the site will be mapped in detail. The major map will be a comprehensive, scaled plan map of sufficient size to illustrate both small and large (structural) features. If necessary, smaller features will be individually mapped at a larger scale and treated as inset maps in the larger plan. Profile or section views also will be prepared to illustrate the variation in elevations. Photographs of major features and structural details will be taken to complete the visual documentation of the site. Detailed descriptions of features and contexts will be compiled and synthesized into a report.

Selective artifact bearing contexts, if encountered, will be defined and investigated for temporal and functional information. It is not expected that many artifacts will be recovered during the archaeological data recovery effort, but if productive artifact bearing contexts are found, these will be excavated and collected. Artifacts of unusual antiquity (18th or early 19th century) or artifacts with special functional or architectural data potential will be especially sought. Screening (1/2 or 1/4-inch) of soils will be restricted to productive artifact bearing contexts.

### Monitoring of Destruction

Subsequent to the completion of documentary efforts, an archaeologist will be on site to monitor and observe the destruction of the part of the site contained within the NCDOT right of way. This will allow observation and documentation of any buried or unexpected structural features that might be present behind walls or under floors.

### **III. CURATION OF ARTIFACTS AND DISPOSITION OF DATA**

Any artifacts recovered during archaeological investigations will be processed and be prepared for permanent storage following the "Archaeological Curation Standards and Guidelines" revised in 1995 by the North Carolina SHPO, Office of State Archaeology.

Data collected on lands owned by the State of North Carolina under the jurisdiction of the North Carolina Department of Transportation are property of the State of North Carolina. Artifacts may be stored temporarily at NCDOT until space is available for permanent curation in a facility maintained by the Department of Cultural Resources.

### **IV. Report of Investigations**

#### **1. Management Summary**

A brief summary report of the results of the investigations (management summary) will be prepared at the conclusion of the excavations, giving the investigator's preliminary interpretations and course of analysis. This report will be submitted to the SHPO as a progress report as part of the consultation process.

#### **2. Technical Report**

Following completion of the analysis, a report will be prepared detailing the documentation process including a summary of the historic documentary research, excavation, and analysis findings. The report will meet the requirements of the Secretary of Interior's Standards and Guidelines for archaeological data recovery investigations. Two copies of the draft of this report will be submitted to the SHPO for review. The SHPO shall have a thirty-day period to submit comments on the draft document.

After all appropriate revisions have been made the report of investigations will be finalized. The SHPO will be provided with 3 copies of the final report.

### 3. National Register Amendment

The NCDOT will prepare an amendment to the National Register Nomination form for the Lockville Canal, Dam, and Powerhouse site based upon the documentation resulting from this study.

### **V. Project Personnel**

This data recovery project will be conducted by archaeologists from the NCDOT Planning and Environmental Branch. Ken Robinson, staff archaeologist for NCDOT, will be principal investigator for the project and will direct the fieldwork and report. Thomas Padgett, Archaeology Supervisor for the NCDOT, will coordinate consultation with the SHPO and Corps of Engineers.

All project personnel will meet the qualifications for professional archaeologist as listed in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (36 CFR Part 61, *Federal Register* 48:190). Brief resumes for all principals involved in the project are included in Attachment 2.

### **Schedule**

The highway project is currently under construction and the bridge structure is a key component of the construction schedule. Therefore, the data project will begin immediately. It is anticipated that the fieldwork will be completed within four weeks. A management summary will be completed within two weeks of completion of the field work. It is expected that a draft report of investigations will be submitted within a maximum of 3 months.

### **Project Changes**

Unforeseen constraints or unexpected findings may necessitate changes to the data recovery plan or scope of work. If changes in this data recovery plan are necessary, NCDOT will consult with the SHPO and the Corps of Engineers.